

# The Morning Astorian

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## FISHERMEN TELL STORY OF ATTACK

**North Sea Trawlers Declare Positively That No Foreign War Vessels Were With Them on October 22.**

**Aver There Were No Japanese Among the Crews and That No Arms Were Carried.**

## JURY RETURNS ITS VERDICT

**Merely Recites Facts, as Government Did Not Want to Make Present Negotiations More Difficult.**

Hull, Nov. 2.—That George Henry Smith and William Leggett were, about 12:30 a. m., October 22, while fishing with trawls aboard the British steam trawler Crane, with the board of trade marks exhibited and the regulation lights burning, killed by shots fired without warning or provocation from certain Russian war vessels, at a distance of about a quarter of a mile.

This is the text of the jury's verdict at the coroner's inquest into the death of the fishermen who were victims of the North sea tragedy. At the request of the British government this award was engendered. The government asked the jury not to find a verdict of willful murder or manslaughter, because "of the delicate negotiations going on, which should not be made more difficult."

The British government, the board of trade, the owners of the Gamecock fleet and the relatives of the deceased and wounded fishermen were represented by counsel, but the Russian government did not participate. The proceedings occupied three hours.

Witnesses, with positiveness, declared that neither at any time preceding or following the firing was any Japanese or any foreign vessel seen by them or accompanying the fishing fleet. They also stated that no Japanese were among their crews, and that none of the trawlers carried arms of any description.

## NO HITCH HAS OCCURRED.

**Personnel of Commission Not Yet Determined Upon.**

London, Nov. 2.—The negotiations between the British and the Russian governments regarding the international commission which is to investigate the North sea incident are progressing apparently with satisfaction to both sides. The foreign office stated to the Associated Press this evening that nothing had been definitely settled regarding the personnel, date or place. The foreign office added that invitations would be sent to several powers to send representatives, but to which powers and what representatives is as yet undecided.

## TO REST IN THE TRANSVAAL.

**Body of Oom Paul Now on Its Way to Africa.**

The Hague, Nov. 2.—The remains of former President Kruger, of the Transvaal republic, who died in July last, have been removed from the cemetery and taken to Rotterdam for conveyance to South Africa on board the steamer Batavia. Six wreaths from Queen Wilhelmina, the prince consort, and former President Steyn, covered the coffin. Not much public interest was shown.

A mortuary chapel has been prepared on the steamer, covered with drapery embellished with inscriptions in silver letters, among them, "I have fought a good fight; I have finished my course; I have kept my faith."

## SURVEYED TO SIUSLAW.

**Railroad Men Find Rough Country in Coast Mountains.**

Eugene Guard: The crew of Willamette Valley Electric railroad surveyors under R. B. Hunt, who was sent out from Eugene on the Siuslaw route several weeks ago, at the same

time the crews for the McCall and Corvallis routes left for their homes last night, having completed the preliminary survey of the railroad after encountering many almost insurmountable difficulties.

The survey progressed rapidly until the rough country in the coast mountains was reached, when the trouble began. At certain places it was with the greatest difficulty that a practicable route could be found and not till the country was thoroughly gone over and viewed out. The trouble continued almost all the way to the mouth of the Siuslaw.

The surveyors realize that it is going to be a big feat to construct a railroad to the coast from here, but at the same time anyone who has spent much time along the route as they did can readily see that in time the railroad will be a big thing for its promoters and for the country.

## CODY BANDITS NOT YET CAPTURED BY POSSES.

**Pursuers Include English Noblemen, Clubmen, Indian Trailers, Scouts, Cowboys and Civilians.**

Omaha, Nov. 2.—A special to the Bee from Cody, Wyo., says:

Several battles have been fought between the posses and the outlaws who attempted to rob the First National bank of Cody yesterday. The bandits are still at large, although their capture or death is a matter of hours.

At dawn today the officers came upon the bandits in camp. The robbers refused to surrender and put up a hard fight. They succeeded in getting away. The outlaws were again overtaken at Ennis creek, 30 miles from Cody, where there was another fight. One of the bandits was wounded in the thigh. Both got away.

A courier came from Meeteetse tonight with the news that the murderers were surrounded in a forest on Commonwood creek and that their capture was likely to occur at any time. If captured they will be taken to Cody and possibly lynched.

Colonel Cody arrived at Cody this evening, with Indian trailers, scouts and cowboys, accompanied by a party of English noblemen and New York clubmen. Cody will take the trail of the outlaws at once.

## WEALTHY BREWER OFFENDED.

**Resigns Fair Directorate for Alleged Discrimination.**

St. Louis, Nov. 2.—Adolph Busch, the millionaire brewer who is prominently connected with the largest concessions on the plke, has tendered his resignation as a director and a member of two of the most important committees of the world's fair company.

Mr. Busch declares that he has resigned from the fair directorate because of discrimination made against a concession with which he is connected.

"I have spent considerable time and money to make the concession possible at the fair," said Mr. Busch, "and I do not like the treatment we have been accorded by the fair management. My interests are such that I do not care to retain my position as a director of the fair, and I resigned for that reason. It is final."

## CAPTAIN WAS DROWNED.

**Fell Overboard From Quarantine Launch Pericles.**

San Francisco, Nov. 2.—Edward Bufch, captain of the quarantine service launch Pericles, fell overboard yesterday and was drowned. The boat was bound from Tiburon to the station on Angel island at the time. He was 38 years of age, and unmarried.

## Settled Out of Court.

San Francisco, Nov. 2.—The litigation involving the White Swan Mines Company, its stockholders and its former president and manager, Letson Ballet, has been settled out of court. Stipulations for judgment in favor of the company have been made in the five cases pending, and it is understood that everything will be settled satisfactorily on both sides.

## Chinese Must Return.

San Francisco, Nov. 2.—The commissioner of immigration has made an order denying the right of the Chinese who arrived on the steamer China, en route to the Chinese concession at St. Louis, to go on to their destination. The order will be enforced and the men deported on the next steamer leaving for China.

## CALIFORNIA STUDENTS IN OPEN REBELLION AGAINST RECENT MILITARY ORDER

**Berkeley College Men Decline to Obey Rule Issued and Pelt Professor When He Seeks to Quiet Them**

**Students Talked Rebellion When Order Came That They Should March to Lecture Hall to Hear Addresses on War Tactics—Boston Students Go Californians One Better and Have Fight With Police.**

Berkeley, Nov. 2.—In open rebellion against a military rule requiring them to march to the classroom for lectures on war tactics, students of the state university participated this afternoon in the most sensational scene in the history of the institution. When Prof. Setchell attempted to quell the disturbance the students jeered his remarks and threw clods at him. It is expected the ringleaders will be summarily dismissed from the college.

The trouble started a few days ago, when Captain J. T. Nance, U. S. A., the new commandant, arrived to assume charge of the military department. Captain Nance no sooner entered the classroom than the students acted in a boisterous manner. Finally Nance declared that they would have to be disciplined, and issued an order that the collegians must march into the military lecture hall.

No sooner had the edict been sent forth than the collegians talked rebellion.

This afternoon a strike was declared.

## AND THIS AT "THE HUB."

**Students Assail Police and Twenty-five Persons Are Hurt.**

Boston, Nov. 2.—At least 25 persons were injured during a clash between students of the Massachusetts Institute

of technology and the police at midnight. Of the number injured 20 are students. Most of the injuries are scalp wounds and bruises. Four students and four officers are so seriously injured as to necessitate their removal to hospitals.

The trouble occurred on the steps of Roger's hall, where the students had gathered following the parade last night of the republican clubs of Harvard university and the institute of technology. The police determined to keep the students from the steps of the building. When the college men made a rush up the steps they were met by the officers with drawn clubs. A fierce fight ensued. It was half an hour before the police were masters of the situation.

President Henry J. Prichett, of the institute of technology, while withholding judgment in the case, expressed the opinion that the police acted somewhat hastily.

## Guatemala Schools Celebrate.

New York, Nov. 2.—The Guatemalan schools have just held their annual festivals, in which 6000 scholars participated, says a Herald dispatch from Guatemala city. The children cheered President Estrada Cabrera, whose work in their behalf is much appreciated.

## BALDWIN'S CREATION GETS AWAY AND IS NOW AT LARGE.

**Airship Gets Away From Men Who Are Towing It Back to Exposition From Neighboring Hill.**

St. Louis, Nov. 2.—Captain Thomas S. Baldwin's airship, California Arrow, escaped at 8:15 o'clock tonight from persons who were towing the airship back to the world's fair concourse after the second of two breakdowns had occurred which prevented a long-distance trial flight test of the staying powers of the airship. The Arrow had descended into a cornfield four miles from the concourse after having blown off an exhaust cap the second time.

Owing to the proximity of the fair grounds, Baldwin decided to tow back the airship instead of deflating it. Volunteers seized the ropes and started to march to the grounds. Just before the place was reached, in crossing a trolley line, the ropes were released in the darkness by the bearers, and although the ship did not have sufficient gas to bear A. Roy Knabeshue, the aeronaut, it was light enough to float in an unencumbered state. The big yellow balloon rapidly ascended and disappeared in a northwesterly direction. Baldwin stated that there was gas enough left to float the airship for about an hour.

## ECHO OF GIRLS' STRIKE.

**Ordinance for Repeal of Telephone Franchise Introduced.**

Portland, Nov. 2.—An ordinance repealing the franchise of the Pacific States Telephone & Telegraph Company was introduced in the city council today.

In addition to rescinding the rights granted the present company, the ordinance provides that the franchise be advertised and granted to the company offering the greatest inducements.

## Will Winter in Mediterranean.

Washington, Nov. 2.—The European squadron, which has been visiting English ports for several weeks, has started for Gibraltar and will spend the winter cruising in the Mediterranean. The several vessels of the fleet will meet in the English channel and make the cruise in company.

## PENDLETON MAN'S BRAVERY SAVES LIVES OF CHILDREN.

**Runaway Team Is Stopped Just as It Is About to Crash Into an Engine at Inland City.**

Pendleton, Nov. 2.—A terrible accident was narrowly averted this afternoon by Patrick Scheurte, who stopped a runaway omnibus containing a dozen small children barely in time to prevent it colliding with a switch engine. The driver of the vehicle left the team standing untied at the top of a steep hill near the railroad yards. The horses became frightened and began to run. They dashed at breakneck speed down the hill, the omnibus lurching from one side of the road to the other, threatening to overturn at every moment.

At the foot of the hill Scheurte seized the bridle of one of the horses and brought the team to a standstill as it was about to crash into the engine. The children were unhurt.

## MAYFLOWER OUT OF COMMISSION

**Will Be Dismantled at Brooklyn Navy Yard.**

New York, Nov. 2.—Following a celebration by her crew and a farewell dinner of the officers, the formal ceremony of putting out of commission the auxiliary naval yacht Mayflower has taken place at the navy yard in Brooklyn.

The vessel's flag was hauled down and her men were marched to the receiving ship Hancock. It is planned to dismantle the Mayflower at once and transfer her interior fittings, which can not be utilized aboard a warship, to various departments at the yard.

## CONCILIATE FARMERS.

**Newspapers, Magazines and School-books Given as Solace.**

New York, Nov. 2.—A unique scheme for educating Long Island farmers up to the beauties of cross country riding after the bounds is being made by the Meadowbrook hunt club. The idea of the clubmen is to conciliate the angry spirit many agriculturists have shown against the horsemen galloping across their fields. The name of all the farmers of the

township of North Hempstead and Oyster bay have been obtained, and to each will be sent free subscriptions to a number of the popular magazines and papers. It is also intended to distribute among the schools of the two townships about 5000 volumes of schoolbooks and the latest encyclopedias.

At the close of the season the club managers will give a monster dinner for all the farmers of the two townships. Efforts are also being made to have a series of races for the farm horses.

## FALL OF PORT ARTHUR EXPECTED BY RUSSIANS.

**Popular Belief Prevails That the Heroic Garrison Must Soon Give In to the Japanese Assaults.**

St. Petersburg, Nov. 2.—There is much anxiety here over the military situation. Little news has been received from Mukden, Sakharoff's telegram of November 1 merely indicating that matters are at a deadlock around Shakhe. The Japanese made some tentative moves on both flanks which were checked, but there are no signs as yet of a general advance of their army.

Foreign reports from Port Arthur are decidedly gloomy. While the authorities continue to profess confidence in Stoessel's ability to hold out, the popular feeling is that the heroic garrison, which already has made historic defense, is now near the limit of human endurance.

It is reported that General Zilinsky, Alexieff's chief of staff, will become chief of the general staff, succeeding Sakharoff, the present minister of war and chief of staff under Kuropatkin, and whose place has been only provisionally filled by General Proloff.

## NEW FUEL INVENTED.

**Radiant to Be Used in Connection With Gas and Other Fires.**

London, Nov. 2.—A new fuel called radiant, to be used with gas and other fires, has been invented by two young engineers of Southend, and if it be proved that it can do all that is claimed for it, it will cause as great a revolution in the present system of gas heating as did the introduction of the Welshbach mantle in gas lighting.

The inventors claim for radiant: 1. That it gives trouble the heat with the same gas consumption as an ordinary gas fire.

2. That it takes up the carbonic oxide from the air and purifies the atmosphere.

3. That it does away with the unpleasant smell given off by gas fires.

4. That it burns brightly like a coal fire.

5. That it is as cheap as fire clay and is inexhaustible.

The two young inventors are connected with one of the largest firms of gas engineers in the country, and have been experimenting for years with a view to producing a fuel such as radiant.

Radiant will take the place of the asbestos or fire clay balls, and will, it is said, give out intense heat. It is made from materials which are now waste products of chemical works.

The new fuel captures the blue flame which at present is lost, and converts it into intense heat. Radiant is also said to possess the power of retaining heat to a very great extent.

## CAR BUILDERS IN LUCK.

**Pennsylvania Awards Big Order and Reading Soon to Do So.**

Pittsburg, Nov. 2.—Contracts have been made by the Pennsylvania for 6,000 coal, coke and box cars, making a total of 6,800 cars contracted for in the past 30 days. This last order was divided between the American Car & Foundry Co., the Pressed Steel Car Co., the Standard Steel Co., and the Cambria Steel Co. It is believed that the Pennsylvania's example will be followed by other big and small companies, causing a marked revival of the car-building industry, and giving fresh impetus to the steel trade. The Pennsylvania's expenditure for new equipment will be nearly \$7,500,000. The number of cars stated is equivalent to 150 trains of 40 cars each to haul which the same number of engines would be required, and placed end to end they would extend over a distance of 40 miles.

The Reading is in the market for passenger coaches, and a large number of freight cars.

## TEN MINERS PLUNGED TO THEIR DOOM

**Cage Containing Workmen Is Precipitated Down a Shaft and All the Passengers Meet Death.**

**Engineer Lost Control of the Reverse Levers and the Accident Ensued.**

## NINE DROWNED AT SALEM, N. C.

**Reservoir Collapses, Immense Quantity of Water Engulfing District, and Resulting in Death of Many Persons.**

Wilkesbarre, Nov. 2.—Ten men were killed and three seriously injured in an accident at the Auchincloss shaft, operated by the Delaware, Lackawanna & Western Coal Company, at Nanticoke early today. The three men injured were bruised and cut about the body by flying wreckage while standing at the mouth of the shaft ready to descend.

The men were mostly all upon the mine carriage to be lowered to the workings below. The signal was given for lowering the men. The carriage had gone but a few feet when the engineer lost control of the engines, owing to the reverse levers failing to work, and the carriage dashed beyond the Ross vein, landing nearly 1100 feet below the surface, and from there the miners were precipitated 300 feet further into the jump.

Those who were not killed outright were doubtless drowned in the dump, which is fully 50 feet deep with water.

## NINE LIVES ARE LOST.

**Reservoir Collapses at Salem, N. C. Many Being Drowned.**

Charlotte, N. C., Nov. 2.—The reservoir of the municipal water works, located near Center Winston, Salem, N. C., broke at 5 o'clock this morning, causing the loss of nine lives and the injury of four or five other persons.

One of the brick walls of the reservoir collapsed, burying the home and family of Martin Peoples. A million and a half gallons of water were released and over a mile of territory was devastated. The colored settlement in the vicinity of the reservoir was entirely wrecked. Mayor Eaton is at the head of a large rescuing party, and search is being made for additional victims.

The cause of the disaster was the overflow of the reservoir, and a thorough investigation will be made in order to ascertain if the negligence of any of the employees at the pump station was responsible for it. The dead, as far as known, are Mrs. Peoples, Thomas Southern, Mrs. John Fox and daughter, and five negroes.

## BIG LOCOMOTIVE TESTED.

**Will Be Used by the Central in Station and Subway Here.**

Schenectady, N. Y., Nov. 2.—The big locomotive, built by the General Electric company and the American Locomotive company, as the first of between thirty and fifty designed for use in the New York City terminal and tunnel of the New York Central and Hudson River railroad, had its first test under electric power on a stretch of track at Wyatts station, about six miles west of Schenectady today. While it is declared that the new locomotive is capable of a speed of one hundred miles an hour, no high speeds were attempted today. The test was pronounced an entire success.

The engine is built for the heaviest railway passenger service ever handled by electric locomotives. With one of these locomotives trains of ten or more cars may be handled at express speeds of from sixty to seventy miles an hour. In general design the engine is double ended and symmetrical in construction, and can be run in either direction with equal facility.